CENTRAL INTELLIGENCE AGENCY 25X1 REPORT NO. [redacted]

INFORMATION REPORT

CD NO. 25X1

COUNTRY USSR (Ukrainian SSR)

DATE DISTR. 5 Mar 1952

SUBJECT Railroad Car Repair Plant in Stry

25X1

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PLACE ACQUIRED [redacted]

NO. OF ENCLS 2 (LISTED BELOW)

DATE OF INFO. [redacted]

SUPPLEMENT TO REPORT NO. 25X1

[redacted]

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THIS IS UNEVALUATED INFORMATION

[redacted]

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1. The Stry (49°15'N/23°50'E) Railroad Car Repair Plant was in the southwestern outskirts of the town opposite the freight station. [redacted] the plant was 250 meters west of the Stry River. There were spur tracks to the freight station. The plant was called the railroad car repair plant or railroad car factory. [redacted] the abbreviation R.B.W. (sic) as an additional designation of the plant. The plant installation were badly damaged during the war. Reconstruction and expansion work started late in 1947 and was completed late in 1948. A great number of dismantled German machines were installed. The plant expansion included a new wheel set department, a new forge and an extension to the assembly shop. Makeshift repairing and regauging of railroad cars had started as early as 1945. * 25X1

2. The plant comprised a large railroad car repair department, two wheel set departments, two forges and several wood-working departments. Another smaller railroad car repairshop was under construction late in 1948. Power was supplied from Stry, allegedly through a plant-owned transformer station. There was also a small Diesel power station equipped with one or two generators. **

3. The plant repaired all kinds of freight cars and coaches, but mainly repaired two-axle cars. Until the fall of 1947, the plant was also assigned to regauge captured German cars, as well as Polish, Hungarian and Czech railroad cars. Later, this work was no longer observed. All kinds of repairs were made, including general overhauling. Wheels, axles, bearings, brakes and couplings were replaced and new wooden bodies were made. The monthly output varied according to the volume of repairwork required for the individual car. Late in 1948 the monthly average was about 30 cars. The plant had not yet started operating at full capacity as of the end of 1948. However, a considerable increase in production was expected. All small parts, including springs, and all wooden parts were manufactured in the plant itself. Larger parts, such as axles, wheels, brake installations, buffers, couplings and frame parts, were supplied from outside plants.

25X1 4. [redacted] approximately 400 to 450 workers, not including construction workers, were employed in one shift. This figure included about 100 P.W.s. Work was generally done in two shifts.

The plant was surrpunded by a fence and was guarded by armed militia. 25X1

CLASSIFICATION CONFIDENTIAL [redacted]

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25X1A * [redacted] Comment. For location sketch of the plant, see Annex 1, based on a 1944 map, scale 1:250,000, [redacted] 25X1

25X1A ** [redacted] Comment. For layout sketch of the plant, see Annex 2. This sketch was based on information from all nine sources.

2 Annexes: 2 sketches on ditto.

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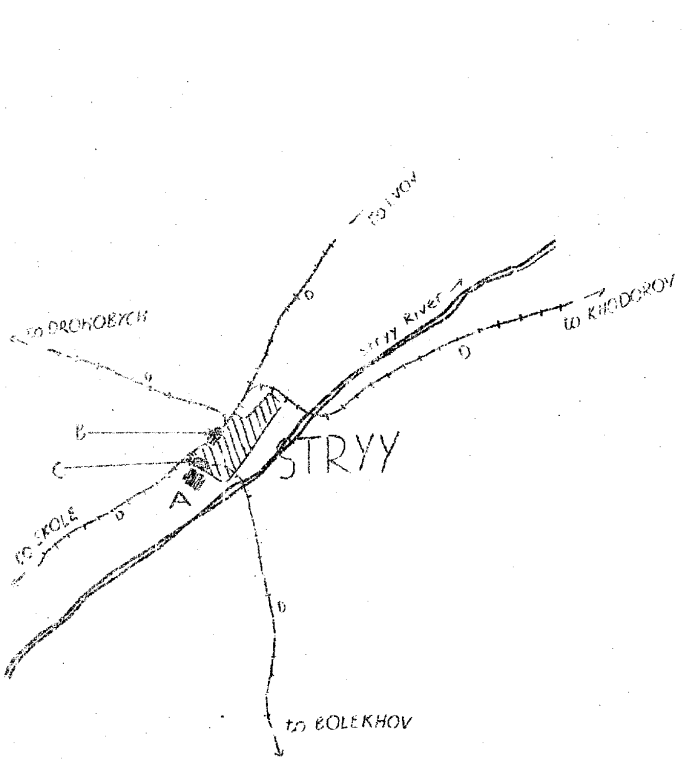
CENTRAL INTELLIGENCE AGENCY Annex 1 to [redacted] 25X1

Layout Sketch of the Railroad Car Repair Plant in Stry



Legend:

Scale 1: 250 000

A. Railroad car repair plant.
B. Main railroad station in Stry.
C. Stry freight station.
D. Standard Soviet gauge railroad lines.

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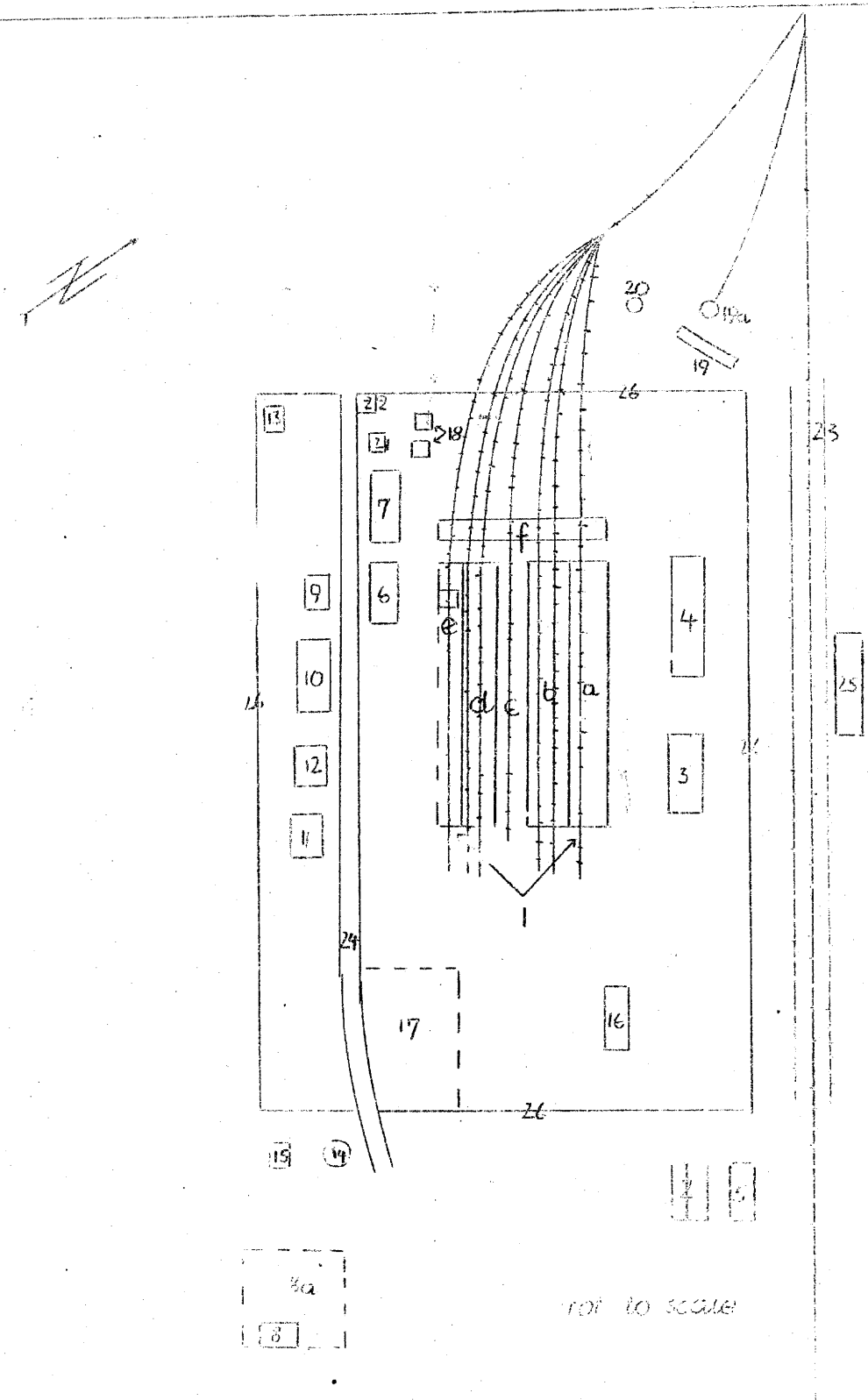
Annex 2 to [redacted]

CENTRAL INTELLIGENCE AGENCY

Layout Sketch of the Railroad Car Repair Plant in Stry



Legend: See next page.

[redacted]

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CENTRAL INTELLIGENCE AGENCY

Legend:

1. Repair and assembly shop

   a. This section housed a machine shop, a wheel set latheshop, a painting shop, a welding shop and a depot for equipment and parts. The machine shop included a department for manufacturing small parts such as bushings, screws and bolts and was equipped with 6 lathes, 10 drilling machines, 3 planers, 4 milling machines, thread cutting machines and nut presses. The wheel set latheshop was equipped with 3 lathes for wheel sets, 1 axle lathe, 14 "Pittler" lathes, 6 milling machines, 7 drilling machines, 2 circular grinding machines for railroad car wheels and axles. The welding shop was equipped with 6 electric and autogenous welding stations and 10 portable welding units.

   b. Assembly department equipped with crane tracks. There were two tracks extending lengthwise through the hall, passing over the assembly pits. This department worked mainly on carriages and frames.

   c. The roofed section between departments b and department d was equipped with a 5-ton crane and was used as an additional assembly shop.

   d. Assembly department, equipped with various woodworking machines. There were two tracks through this department which did repairwork on the superstructures of railroad cars.

   e. Crane installation outside the building.

   f. Electrically operated movable platform. 25X1

2. Repair and assembly section similar to the section No 1, but somewhat smaller. This department, [redacted] was still under construction late in 1948. 25X1

3. New machine shop. [redacted] it was scheduled to be the wheel set department. [redacted] 25X1

4. Machine shop for the manufacture of screws, bolts, strips, fittings and small axles. [redacted] the building also housed a small foundry with 3 electric welding furnaces. The machine shop was equipped with about 30 lathes and 30 drilling machines, as well as automatic nut machines and thread cutting machines. 25X1

5. Wheel set shop for repair department No 2. It was still under construction late in 1948. [redacted] 25X1

6. Old forge equipped with 3 to 4 gas-fired annealing furnaces, 1 punch for springs, rivets and screws, several presses and steam hammers, 1 spring tension machine, and 1 spring testing installation. Mostly leaf and spiral springs, screws and rivets were manufactured. Forging work on other railroad car parts, including couplings, was also done.

7. New forge equipped with 3 to 4 gas-fired annealing furnaces, 3 steam hammers, 1 punch, 1 bending machine, 2 spring tension machines and 3 straightening benches (Richtbaenke). Railroad car springs, buffers, coupling parts, screws and bolts were manufactured and axles and frame parts were processed.

8. Sawmill equipped with 1 or 2 electrically operated frame saws used to produce lumber for railroad car repairs.

8a. Lumber yard. 25X1

9. Carpentry shop equipped with a large number of woodworing machines for the manufacture of all wooden parts of railroad cars.

10. Steam oporated wood drying installation with 4 compartments.

11. Boilerhouse with 2 gas-fired boilers used for heating the plant and supplying steam for power.

12. Compressor installations equipped with 2 turbines with centrifugal compressors. 25X1

13. Transformer station, [redacted]

14. Large water tower, recently built.

15. Pumping station.

16. Warehouse building, also containing dressing rooms for workers.

17. Building material warehouse.

18. Administration and workmen's quarters.

19. Locomotive shed.

19a. Turntable.

25X1

20. Small old water tower.

21. Underground tank depot with a capacity of 150 cubic meters. [redacted]

22. Gate and gateman's house.

23. Railroad tracks.

24. Highway.

25. [illegible]try freight station.

26. Fence.